

ROUTING

1	DITECH	9	RR
2	/	10	
3		11	
4	DFA	12	
5	MD	13	
6	CO	14	
7	DO/ISST	15	
8	/	16	

SECRET

DATE

0033Z 11 DEC 64

TO :

FROM :

ACTION:

INFO :

TOR 0204Z 11 DEC 64

ROUTING INT	
11	
12	
13	
14	
15	
16	
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ROUTINE

IN 62079

25X1A
25X1A

25X1A

TO

OXCART

INFO

SITE

1. FSW NBR 623 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2.

25X1A

FROM AREA SERVICE.

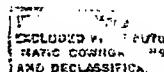
3. REF FSW 622, THIS DATE. TIME FIGURES FOR ENGINE 237 OMITTED. ENGINE NEWLY ARRIVED ON STATION AND RECORDS NOT RECEIVED TO DATE.

4. ARTICLE 130 COMPLETED FLT NO 59 ON 10 DEC. PURPOSE-FCF. DURATION: 1:00, MAX MN 2.8, MAX ALT 75M, TOGW 90K.
AT 2.77-2.88 MN IN LH TURN AUTO NAV IN 50 DEGREE BANK AT 335-340 KEAS, 75 M ALT. LH SHOCK POPPED WHICH RECAPTURED ITSELF. NO AB BLOWOUT. FOLLOWING THIS INCIDENT LH ENGINE BEGAN RUNNING ROUGH. ROUGHNESS CONTINUED TO BELOW MN 1.0. ON SECOND ACCELERATION TO 2.75 MN AGAIN GOT ROUGHNESS. ALL GAUGES STADY. LH SHOCK POPPED TWICE, BUT RECAPTURED BY ITSELF WITH NO AB BLOWOUT. RH SHOCK POPPED ONCE AND RECAPTURED, NO AB BLOWOUT.

5. ARTICLE 131 COMPLETED FLT NO 28 ON 10 DEC. PURPOSE:

USAF review(s) completed.

SECRET



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25X1A

(IN 62079)

S E C R E T

PAGE TWO

SYSTEMS A, D AND G TEST. TOGW 110K, MAX MN 2.9, MAX ALT 80M,
DURATION: 1:11. TIME ABOVE MACH 2: :40, ABOVE 2.6MN :25, ABOVE
2.8 :15. LEFT ENGINE EGT WENT TO 825 DEGREES "C" FOR THREE TO
FIVE SECONDS. THIS WAS DUE TO PILOT OVER TRIMMING.

6. ARTICLE 129 MADE GO NO 78 ON 10 DEC. PURPOSE: AIR TO AIR
REFUELING AND HIGH MACH NUMBER CRUISE. TOGW 111K, MAX MN 3.16,
MAX ALT 81M, DURATION: 2:58. PRIOR TO TAKE OFF BOTH ENGINES
SURGED TO 775 DEGREES "C" EGT. DOWN TRIMMED TO 770 DEGREES EGT
AND SURGING STOPPED. DURING CRUISE LEFT EGT INDICATOR STUCK AT 805
DEGREES. INDICATOR STARTED WORKING AGAIN DURING DESCENT. NO
OTHER ENGINE PROBLEMS EXPERIENCED ON THIS FLIGHT.

END OF MESSAGE

S E C R E T